

LADY SALISBURY'S DEATH IS A CONVENIENT EXCUSE

William Can Now Treat His Visit as a Private Affair and Avoid Criticism at Home.

WAR ANXIETY IS ENTIRELY RELIEVED

The Boers are Considered to Have Lost Their Chance to Accomplish Any Results Before Arrival of Buller's Relief.

NEW YORK, Nov. 21.—A dispatch to the Tribune from London says:

Lord Salisbury's sudden bereavement in the death of Lady Salisbury, to whom touching tributes of respect are paid in the local journals, will bring an end to any consultations between the two governments which had been planned and will convert the emperor's visit into a strictly family affair. As it began last night with a family dinner party at Windsor, so it will end as an exchange of affectionate greetings between two powerful courts. But there can hardly fail to be a strong reflex influence upon each nation.

Meanwhile the war in South Africa for which England is generally believed to have obtained a free hand in advance from the German emperor, is dragging in the dark, but there is no longer any public anxiety over the silence maintained respecting Ladysmith, Estcourt or Kimberley. A strong reaction has set in against the depression which prevailed after the capture of Carleton's battalions and public confidence has reached a stage where any future reverse is considered out of the question.

THE DALGREN IS A FAILURE

LAACKS THE CONTRACT SPEED

Her Builders Will Be Required to Pay a Heavy Penalty and the Navy Will Have a Vessel No Good for War or Peace.

NEW YORK, Nov. 21.—A special to the Tribune from Washington says:

The official report of the acceptance trial of the torpedo boat Dalgren fails to sustain the published accounts of the tests of that vessel. On the contrary, it appears that the Dalgren repeated trials failed to make her contract speed under the most favorable conditions and her builders, rather than risk overstraining the boat by further attempts, consented to pay the penalty for the vessel's deficiency in that respect and seek to have the fine remitted by congress.

The contract for the Dalgren was not a very light one, or the boat would have altogether been rejected by the navy department as she will never be of much value in peace or in war. When the instrument was signed in October, 1896, it was stipulated that she would be completed in eighteen months, under penalties of \$25 a day for the first three months delay, \$50 a day for the second three months and \$100 a day over two years. She was completed so far as she may now be called completed, in a little over three years, which would make the penalties aggregate about \$25,000. Her contract cost was \$194,000.

She was required to be well built and as a preliminary to acceptance, it was specified that she should run at a speed of thirty and a half knots for at least one hour. If her speed should fall below thirty and a half knots, \$5,000 should be deducted from her cost and if below thirty knots the boat was to be rejected. The contract contained no requirement as to how the speed should be made, whether actual cruising conditions should be observed, nor how the rate should be measured.

The report of the trial board, consisting of Commanders Emory and Roelicker, Constructors Capps and Lieutenant Commander Henderson, says the board met at Bath, on Oct. 23, and requested the contractors to pro-

ceed with the progressive trials for standardizing the propellers. At 1 o'clock the Dalgren proceeded to the measured mile in Booth bay, marked poles set by Commander Very, who, according to today's dispatches from Manila, has just taken Zamboanga. The poles have presumably not been disturbed in his absence. The Dalgren ran over the course eight times at rates of from 21.95 to 23.70 knots and her speed curve was plotted, from which it was possible to estimate her speed precisely, from counting the revolutions of her screws. This consumed all the afternoon and the night was required to make repairs to the feed pump which failed to work at the end of the standardizing runs.

The following day, Oct. 24, two more runs were made over the mile course, but the feed pump was stubborn again and finally a tube of the forward boiler burst and although no one was injured, extensive repairs were necessary and the trials were postponed. The board then went to Boston to inspect two other vessels and on the 26th, reassembled at Bath. It was found that repairs had been completed, that the vessel was weighted as required by contract and next morning the Dalgren was put at her best for one hour and forty minutes and fifty-eight minutes.

During this time for sixty minutes, beginning with the thirty-fifth minute of the trial, the Dalgren's speed was declared to be at the rate of 20.975 knots an hour. She proved a very steady boat, remarkably free from vibration and steered so easily by hand that her steam rudder gear is to be taken out.

The Dalgren's 30 knots were obtained, according to the board's report, by the use of a 22nd mixture composed of forty pounds of Pocahontas and thirty-five pounds Kentucky canal coal in 75 pounds bags. Pocahontas coal is partly smokeless fuel and is in general use in the navy. It is regarded as essential for torpedo boats as they must be propelled from the enemy. Kentucky canal coal burns with great smoke and flame and is never used in warships for many good reasons.

It was found, however, that the Dalgren would make about 25 knots with Pocahontas coal alone and to give her quicker steaming power for a short run an unserviceable fuel was used. Persons who witnessed the trial declare there was a flame ten feet high standing out of the Dalgren's funnel during her run and tremendous volumes of black smoke enveloped her and hung on her wake for hours. At

night it is estimated she would have been visible by the reflected glow on the sea for over a hundred miles and by day her smoke would have been shown fifty miles.

For these reasons alone officers think the Dalgren under favorable circumstances should not be listed in the naval records as a thirty-knot boat and her builders fined only \$5,000 for dropping a half knot of speed, but that she should have been altogether rejected.

FUNSTON IS MAD.

Denounces the Men who are Slandering Him and Metcalf as Scoundrels and Cowards.

SAN FRANCISCO, Nov. 21.—General Frederick Funston is quoted by the Examiner as saying in an interview:

"Some of the very rankest cowards in the army were officers of the Twentieth Kansas regiment, and they were far from being non-commissioned officers too. They left the firing line without permission and went to town. All efforts to get them back to their places in the regiment were of no avail.

"Had I not allowed a sentiment to interfere with duty at the time, I should have preferred charges against them for cowardice.

There were five of them, some of whom were staff officers and it is this same class of skulkers that is now making the contemptible and underhanded attack upon Colonel Metcalf and myself.

"I want to deny most emphatically and absolutely that Colonel Metcalf was guilty of either cowardice or wanton cruelty in the treatment of any prisoners that fell into his hands.

"The whole trouble rose over the fact that both Colonel Metcalf and myself were compelled to reprimand some of the disgruntled officers because of their inefficiency and lack of courage."

The general then explained that Metcalf was selected colonel of the regiment by vote of the non-commissioned officers, receiving 27 votes to 1 for Lieutenant Colonel Little and none for Major Whitman.

General Funston sends to the Call a letter in which he emphatically denies that he looted churches in the Philippines. He says he has deposited \$1,000 in the bank of California and challenges his accusers to put up an equal amount, the sum to go to the Red Cross Society if it can be proved that he ever took, connived at the taking of, or knew of the taking of any article sacred or otherwise, from any church in the Philippines.

In conclusion he says that if his challenge is not accepted within 48 hours he will brand his alleged accusers, the editors of Donahue's magazine and the San Francisco Monitor and J. J. Sullivan, a journalist, as "liars and blackguards of the first water."

A STRANGE CASE

Man Supposed to be Dead, Turns up in Chicago to the Surprise of His Friends.

CHICAGO, Nov. 21.—Aaron Wolfsohn surprised his uncle, S. Blumenthal, a wholesale liquor dealer, by calling on him while enroute from the East. His appearance at the Blumenthal residence was unexpected to the last degree and his reception was as much a surprise to him as it was to his uncle and aunt.

"Why, Aaron, we thought you were dead and buried," was the salutation accorded to Mr. Wolfsohn when the door opened. "I don't look like a dead man, do I?" Mr. Wolfsohn asked, regarding his uncle's remark as a joke. "But the newspapers said you were dead," was the response.

Mr. Wolfsohn grew interested and asked for information. In a short time he was made acquainted in a general way with the report of his supposed suicide in Los Angeles, Cal., last July, while a guest at one of the hotels in that city, of the identification of his body by supposed relatives and friends, and it interment with fitting rites.

It was all interesting to Mr. Wolfsohn and he laughed immoderately until he was informed that his life had been insured for \$10,000 and that the policy had been collected by persons representing themselves as his relatives. Then he grew serious. His parents reside in St. Louis and he recollected that he had not communicated with them for several months, his duties as the representative of a big London commercial house taking him everywhere and occupying his time closely. He at once telegraphed to his parents that he was alive and further to prove his existence he went before a notary and made an affidavit to that effect which will be mailed to St. Louis today.

Mr. Wolfsohn then departed for Buffalo, N. Y., to keep a business engagement and expects to be in Washington next Thursday. He was completely mystified concerning his alleged suicide, not having the slightest intimation until he arrived in Chicago that he was supposed to be dead.



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falo, N. Y., to keep a business engagement and expects to be in Washington next Thursday. He was completely mystified concerning his alleged suicide, not having the slightest intimation until he arrived in Chicago that he was supposed to be dead.

"My nephew was in Los Angeles last summer," said Mr. Blumenthal, in speaking about the affair, "but only for a short time. He is traveling almost constantly and failed to see anything in the newspapers about the suicide of a man supposed to be himself in that city. I do not know whether he had his life insured or not, neither do I know anything about the company which issued a policy to a person bearing his name. It is either a strange case of mistaken identity or a clever imposition."

SALMON EGG FOR ROGUE RIVER.
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SAN FRANCISCO, Nov. 21.—A novel experiment is to be tried at R. D. Hume's salmon hatchery at the mouth of the Rogue river in Oregon.

A million salmon spawn will arrive here on the Oregon express today. The spawn will at once be put in a cold storage plant until they can be shipped to Coos bay. At that point a tug will be waiting and the spawn will be taken to the hatchery at the mouth of the Rogue River. When they finally reach the hatchery they will have traveled 1,000 miles and will not be over 40 miles from their starting point.

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